

III. Quality/Compliance Issues

NHTSA Investigation on Lexus ES350 All Weather Floor Mats - On March 29, TMA received the opening resume for PE07-016, an investigation into the Lexus ES350 accessory floor mat. NHTSA has received 5 complaints alleging that the accessory floor mat, an all-weather rubber-style mat, caused the throttle pedal to become stuck. Three crashes were reported for a total of 7 injuries. TMA received the Information Request (IR) letter and our response is due May 23. The IR requests field information (complaints, lawsuits, population, etc.) and installation procedures for the all weather floor mats. NHTSA believes that when placed on top of another floor mat, the all weather mat can cause the accelerator pedal to become stuck.

NHTSA Investigation on Sienna Liftgate Support Struts - On March 23, TMA submitted the partial response to NHTSA's inquiry which included updated field information, i.e., complaint numbers, field reports, and lawsuits. On April 6, TMA submitted the complete response, including our assessment of the alleged defect. The failure mode of the liftgate struts is gradual, provides warning of the malfunction, and is easily noticeable to the operator. In the event a power liftgate is commanded to open and the struts cannot support its weight, initiating power closure (with visual and auditory warning) is the most appropriate failsafe function in order to prevent a dangerous freefall condition. Similar functionality is used by other manufacturers. Toyota has received reports on 109 vehicles where the liftgate support struts failed. Twelve minor injuries have been reported as a result. TMA is arranging a demonstration of the system to NHTSA in May.

Defect Investigation –Highlander Hybrid Electric Power Steering— On April 4, TMA received the closing resume for the investigation into the Highlander Hybrid Electric Power Steering, indicating that no safety related defect was found. In the resume, NHTSA notes that Toyota identified three failure modes that could result in a loss of power steering assist, but also notes the extremely low rate of occurrence. NHTSA also notes that of the crash reports, occurrence was at a very low speed, and presented minor safety consequences.

Early Warning Reporting (EWR) – Comprehensive Inquiries (CI)— TMA obtained a one-week extension of the due date of the response due to an issue with some of the quarterly EWR data previously submitted to NHTSA. On April 20, TMA submitted the responses which were for Lexus RX Lighting and Lexus LX Suspension. The inquiries requested the supporting data (warranty claims, field reports, etc.) behind the EWR data submissions for these models and components across a specific range of reporting periods.

Compliance IR – FMVSS 214 2007 MY Toyota Yaris –TMA submitted the response to NHTSA's inquiry on April 12.

Early Warning Reporting (EWR) – Death Inquiry (DI)— TMA received a copy of a DI letter (DI07-019) from NHTSA. The original due date was March 16, however, NHTSA never actually sent TMA a copy of the letter, and called to ask where our response was. Upon realizing their mistake, they have reissued the letter with a new due date of April 30. The letter requests the initial claim or notice of seven of the incidents reported in the 3rd quarter of 2006 EWR submission. It also requests a copy of the police accident report, if available. At our option, we may assess the claim and provide our opinion.

Foreign Recall Report – Yaris Headrest/Side Airbag – On April 19, TMA submitted a Foreign Recall Report (FRR) regarding two issues with certain Toyota Yaris vehicles built at Toyota Motor Manufacturing France (TMMF). The subject vehicles are substantially similar to the U.S. market Toyota Yaris vehicles. However, the issue is limited only to vehicles built at TMMF,

which are not imported into the US. There are 166,533 vehicles included in this campaign. First, there is a possibility that headrests may separate from the seats in a frontal crash. Second, there is an issue with the seat cover pad where the side airbag deploys. In the event of a side crash, the side airbag may not deploy properly.

IV. Assessment

Compliance Test – FMVSS 214 2007 MY Toyota Yaris –On March 29 TMA attended the FMVSS 214 test of the 2007 MY Yaris at Calspan in Buffalo, NY. Mr. Nakane (TMC 24G) also attended. The vehicle tested was a sedan model. Preliminary results indicate that the 2007 Yaris meets the requirements of FMVSS 214.

Frontal NCAP Test – 2007 MY Toyota Tundra Crew Max –On April 19, TMA attended the frontal NCAP test of the 2007 MY Toyota Tundra Crew Max at Karco, in Adelanto, CA. Preliminary results indicate that the Tundra CrewMax will receive a 4 star rating for both the driver and front passenger, which was not as expected. There were no issues with the test setup and dummy positioning. TTC, TMC, and TMS personnel attended the test. TMA is working to obtain the data for TMC and TTC to investigate. TMA anticipates that there will be additional media coverage once the results are released to the public in approximately 2 to 3 weeks.

2007 MY FMVSS 208 Compliance Test Schedule - TMA learned that the 2007 MY Yaris, Camry, and Prius will be tested for compliance with FMVSS 208 at MGA Research in Burlington, WI. From May 21 through May 23, the vehicles will have low risk deployment tests conducted. From June 5 through June 7, each vehicle will be tested in the 25 mph unbelted 5th female frontal barrier test.